



US 1/MD 201 Project Planning Study



PROJECT NEWSLETTER • SPRING 2008

SHA Revises Potential Alternatives, Schedules Public Workshop

SHA invites you to attend an Informational Workshop for the US 1/MD 201 Project Planning Study on May 15, 2008, at Beltsville Elementary School. Since the study was reinitiated in 2006, a review of the alternatives previously developed has been conducted. This review incorporates new traffic studies, area development plans, and an updated environmental inventory including past and present concerns of the environmental agencies. The results of that review and the refined alternatives will be presented at the Informational Workshop in an open-house forum at which attendees can conduct a self-paced review of project information and meet with SHA representatives. There will be no formal presentation.

Project Background

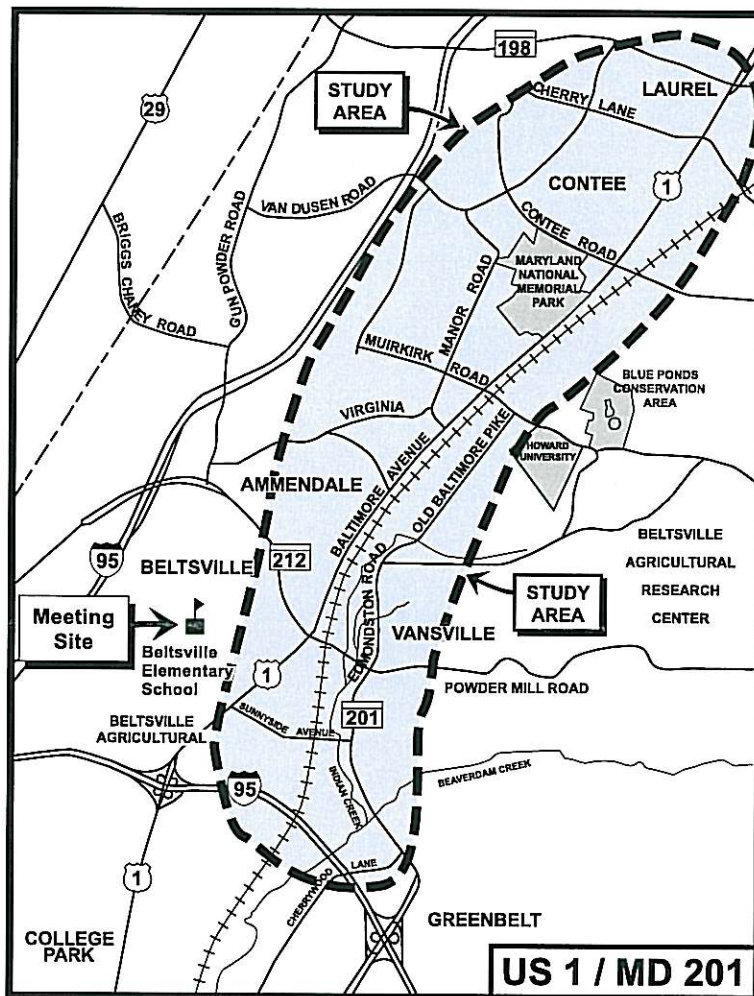
The US 1/MD 201 Project Planning Study, initiated in the early 1990s, will evaluate the feasibility of relieving congestion, improving safety, and enhancing mobility along the US 1 and MD 201 corridors, while preserving and enhancing the unique community and environmental characteristics of the study area. Preliminary alternatives were developed and presented at the first Alternates Public Workshop in 1994. As a result of issues that arose about logical termini and the need for further assessment of potential impacts, the project was placed on hold.

The study was reactivated in 1999, with MD 198 as the northern terminus. The refined alternatives were presented at a second Alternates Public Workshop held in 2000, where members of the community raised concerns about roadway widening and increased traffic.

When the project was reinitiated in January 2006, the project team was charged with reducing the number of preliminary alternatives/options and making them easier to understand. Following the May 2008 Informational Workshop, the State Highway Administration (SHA) will begin preparation of the Draft Environmental Impact Statement (DEIS).

Changes to the Project Planning Study

As a result of coordination efforts between SHA and the environmental agencies, alternatives for US 1/MD 201 have been simplified and reduced in number. Several alternatives and/or options involving major project area impacts have been eliminated, and others have been combined. Seven alternatives, including the No-Build Alternative, have been carried forward for detailed study. Maps and descriptions of these alternatives are provided in this newsletter.



Attend the Public Workshop!

WHAT: Informational Workshop
for US 1/MD 201 Project Planning Study

WHEN: Thursday, May 15, 2008
5:30 PM to 8:30 PM

WHERE: Beltsville Elementary School
(Gymnasium)
4300 Wicomico Avenue
Beltsville MD 20705

Alternatives Retained for Detailed Study

Alternative 1: No-Build

No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of routine maintenance and safety operations. The No-Build Alternative does not address future traffic concerns or the purpose and need for the project. It serves as a baseline for comparing the impacts and benefits associated with the Build alternatives.

Alternative 2: Transportation System Management (TSM) Improvements

TSM improvements typically include additional turn lanes, traffic signals and/or changes in signal phasing, and intersection improvements not specifically listed as part of the other Build alternatives. Intersections considered for improvement along US 1 include Sunnyside Avenue, Rhode Island Avenue, MD 212 (Powder Mill Road), Muirkirk Meadows, Contee Road, Cypress Street, and Cherry Lane. Along MD 201 and Old Baltimore Pike, improvements would be made to intersections at Sunnyside Avenue, Powder Mill Road, Edmonston Avenue, and Muirkirk Road. Other potential improvements to US 1 include adding a median and bicycle-compatible lanes where feasible, while maintaining existing roadway sections where increased width would cause significant impacts to adjacent businesses. The TSM alternative could be included in any of the other Build alternatives where appropriate.

Alternative 3: US 1 Widening

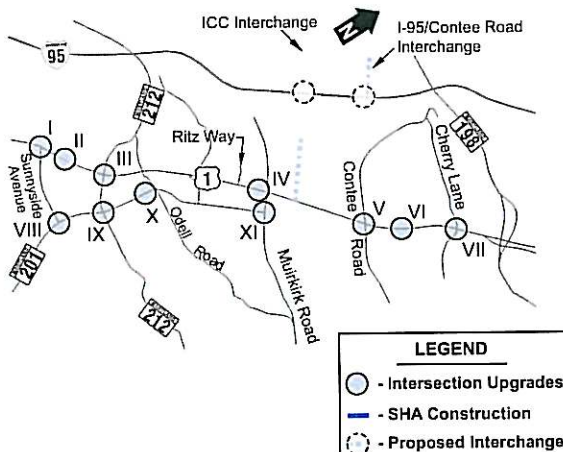
Alternative 3 would widen US 1 to six lanes from Sunnyside Avenue north to Domer Street, with an 18-foot-wide median and turn lanes at intersections. An outside lane would be widened to accommodate bicyclists, and sidewalks and landscaping would be included. This alternative also includes a western shift of the US 1 roadway to accommodate a potential third set of tracks along the CSX Railroad. Intersection improvements along MD 201 and Old Baltimore Pike at Sunnyside Avenue, Powder Mill Road, Edmonston Avenue, and Muirkirk Road would be incorporated into Alternative 3.

Alternative 4 East: MD 201

Alternative 4 East would widen/relocate MD 201 from Cherrywood Lane to north of Odell Road, then follow Old Baltimore Pike to Muirkirk Road. Widening of MD 201 begins at Ivy Lane, continues along existing MD 201 to Powder Mill Road, and curves east on new alignment just north of Powder Mill Road onto Beltsville Agricultural Research Center (BARC) property behind the community of Vansville. There it turns west, crossing MD 201 and Old Baltimore Pike, then runs parallel to MD 201 before merging into and continuing along Old Baltimore Pike to Muirkirk Road. The typical section for this widening/relocation includes four lanes with sidewalks, landscaping, a median, and a 16-foot-wide bicycle-compatible outside lane along MD 201 and Old Baltimore Pike.

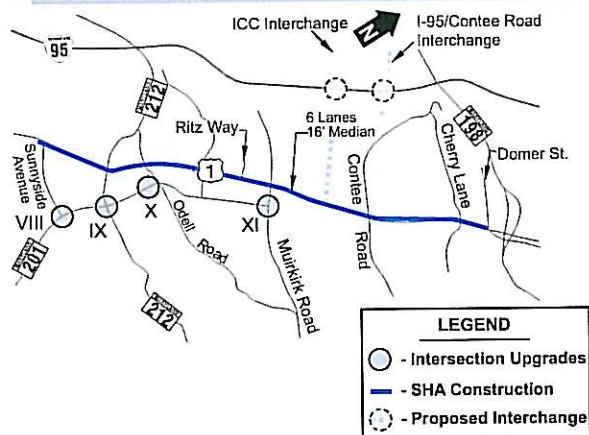
US 1/MD 201 - Alternative 2

Eleven intersections along the US 1 and MD 201 corridors would be upgraded to improve congestion and safety. Improve transit facilities.



US 1/MD 201 - Alternative 3

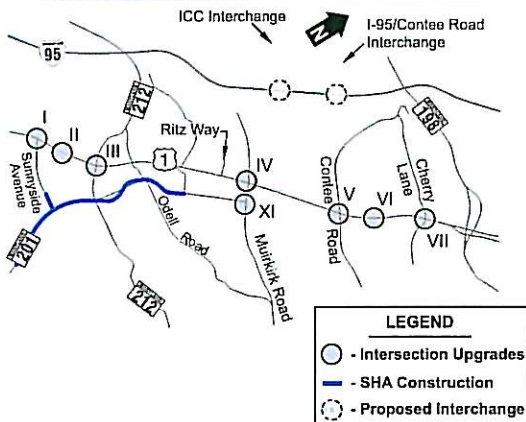
Widen US 1 from a four/five lane section to six lanes from Sunnyside Avenue to Domer Street. The typical section includes an 18-foot-wide median to provide partial controlled access along US 1, bicycle-compatible lanes, sidewalks and landscaping. Four intersection upgrades along MD 201 would also be included.



Alternatives Retained for Detailed Study - Continued

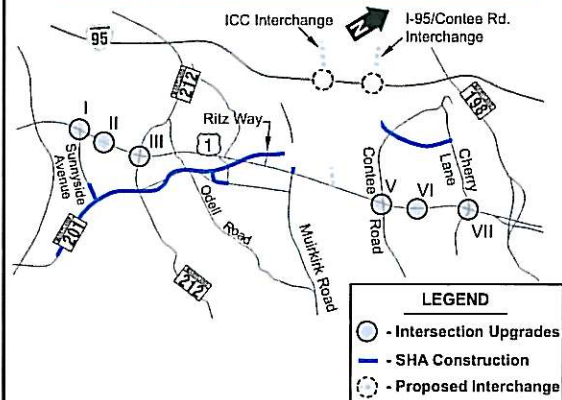
US 1/MD 201 - Alternative 4 East

Widen existing MD 201/Edmonston Road from a two-lane section to four lanes from Cherrywood Lane to Ammendale Road. Additionally, seven intersections along US 1 and one intersection along MD 201 would be improved.



US 1/MD 201 - Alternative 4 West

Widen existing MD 201/Edmonston Road from a two-lane section to four lanes from Cherrywood Lane to North of Odell Road. A new/realigned four-lane section would be provided from Odell Road to Cherry Lane. Additionally, six intersections along US 1 and MD 201 would be improved.



Alternative 4 West: MD 201

This alternative is the same as Alternative 4 East from Cherrywood Lane to north of Odell Road. From Odell Road, Alternative 4 West extends north, running parallel and east of Indian Creek on structure crossing over US 1 for a distance of 1,200 feet north of Ammendale Road. There it follows right-of-way reservation to the Virginia Manor Road/Ritz Way intersection, where it follows Virginia Manor Road through the proposed Intercounty Connector (ICC) interchange and turns west to connect with proposed relocated Contee Road. Alternative 4 West also includes the relocation and widening of Van Dusen Road from a T-intersection with relocated Contee Road north to Cherry Lane. The typical section for the widening/relocation of Virginia Manor Road and Van Dusen Road includes the same features described in the typical section for Alternative 4 East.

Alternative 5 East: US 1 and MD 201

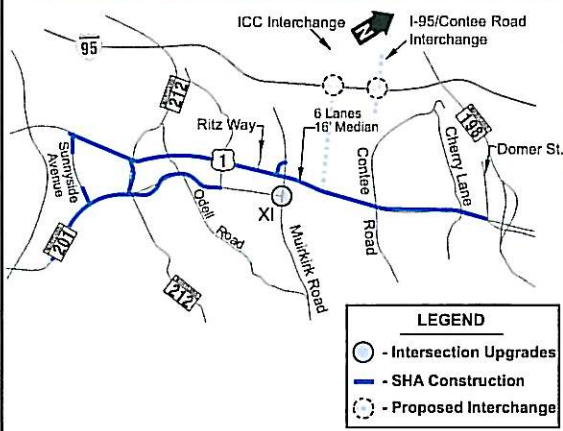
Alternative 5 East is a combination of Alternative 4 East (four-lane widening of MD 201) and Alternative 3 (six-lane widening of US 1).

Alternative 5 West: US 1 and MD 201

Alternative 5 West is a combination of Alternative 4 West (four-lane widening and relocation of MD 201) and Alternative 3 (six-lane widening of US 1).

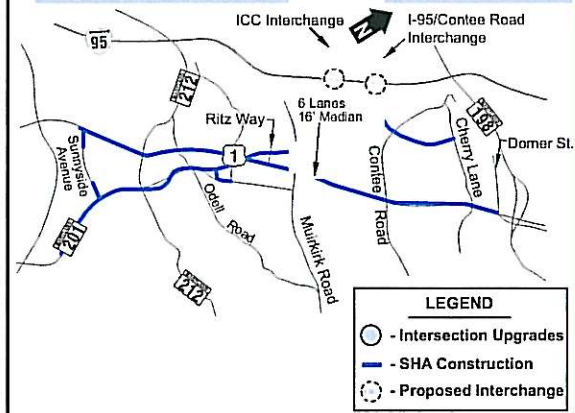
US 1/MD 201 - Alternative 5 East

Widen US 1 from a four/five lane section to six lanes from Sunnyside Avenue to Domer Street. The typical section includes an 18-foot-wide median to provide partial controlled access along US 1, bicycle-compatible lanes, sidewalks and landscaping. Widen existing MD 201/Edmonston Road from a two-lane section to four lanes from Cherrywood Lane to Ammendale Road.



US 1/MD 201 - Alternative 5 West

Widen US 1 from a four/five lane section to six lanes from Sunnyside Avenue to Domer Street. The typical section includes an 18-foot-wide median to provide partial controlled access along US 1, bicycle-compatible lanes, sidewalks and landscaping. Widen existing MD 201/Edmonston Road from a two-lane section to four lanes from Cherrywood Lane to North of Odell Road. A new/realigned four-lane section would be provided from Odell Road to Cherry Lane.



Public Involvement is Important

This meeting offers members of the public the opportunity to discuss their thoughts and concerns about the project and to provide oral or written comments. SHA will carefully review and consider public input and preferences expressed at the workshop. Following the workshop, SHA will accept comments and questions by telephone, email or mail. Additional information can be found on the SHA website at www.marylandroads.com. Please use the contact information provided below to address your remarks to the project team:

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Telephone: (410) 545-8542
Toll-free within Maryland: 1-800-548-5026
Email: kholmes@sha.state.md.us

In addition to the Informational Public Workshop, the project team will be available to meet with various business, community, and homeowners groups as the project moves forward. Please feel free to contact us to set up a meeting.

Remaining Steps

- Evaluate public and agency comments from workshop and mailings – **Spring 2008**
- Refine and develop study alternatives – **Summer 2008**
- Prepare and circulate draft environmental document – **November 2008**
- Conduct Location/Design Public Hearing – **Spring 2009**
- Recommend a preferred alternative to SHA Administrator – **Summer 2009**
- If a Build alternative is selected, complete and distribute the final environmental document for selected alternative – **Winter 2009**
- Obtain Location and Design Approvals – **Spring 2010**

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Martin O'Malley, Governor
Anthony Brown, Lieutenant Governor
John D. Porcari, Secretary
Neil J. Pedersen, Administrator

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